GRUMMAN

plane news

Vol. 34, No. 14, Bethpage, N.Y., July 29, 1975

Record breaker: over 36,000 attend family picnic – 6

TFCC team moves in high gear as Aug. 27 proposal date nears

Each year as the U.S. Navy increases its capabilities in surveillance, intelligence collection, environmental forecasting, communications, electronics, and weaponry, more and more information is made available to the man who makes the decisions — the task force commander.

But the wealth of information supplied to the task force commander can sometimes be overwhelming when he must plan operations, direct forces, and make tactical decisions in a short, critical time period. The Navy recognizes the task force commander's need for a central information center to consolidate, integrate, and operate on the information supplied by the variety of data and information sources employed in the Fleet, says Marty Schwalberg of Customer Requirements.

On July 11, Grumman received a Request-for-Proposal (RFP) for such a system from the Naval Electronic Systems Command. The Tactical Flag Command Center (TFCC) Proposal is due on August 27, and a Grumman team led by Vice President Alex Alexandrovich has been busily working with its proposal teammate, IBM. Other companies competing for TFCC are: Lockheed, Computer Sciences, and Martin-Marietta.

Grumman has been studying the concept of a Tactical Flag Command Center since 1969, when it foresaw the need for an integrated command center for the flag level commander. Under program manager Joe Stump, the team has spent several thousand hours with commanders in the Fleet to determine what kind of information is required when operating in a multiple-threat environment.

Homework has progressed to the stage where a working model of TFCC in Plant 14 has become a main attraction for several naval Fleet commanders and other top Navy personnel who have visited Bethpage during the past year.

According to Schwalberg, Grumman Aerospace is backing its efforts in this software-hardware proposal with proven expertise in systems integration. Schwalberg cites the sophisticated systems integration presently on board such Grumman products as the F-14, E-2C, EA-6B, A-6E, and most recently, the EF-111.

Activity is heightening in the Plant 5 TFCC proposal area as the Grumman-IBM team puts the finishing touches on the six-year-long effort. In November, the Naval Electronics Systems Command is expected to announce the Tactical Flag Command Center proposal winner.

TFCC team. Members of the TFCC proposal team gather in the Tactical Flag Command Center room in Plant 14. Leading the Grumman-IBM team effort are (L to R): Jim Cockrill, IBM program manager; Bill Bodurka, IBM proposal manager; Al Cuenin, GAC deputy program manager; Joe Stump, program manager; Vice President Alex Alexandrovich, director of Product Development; and Marty Schwalberg of Customer Requirements. (Photo by Harry Prodromides)

Vacation time

The Plane News staff, like a number of other people at Grumman, will go on vacation the next couple of weeks. As a result there will be only one issue published in August — on the 29th.

The Plane News Ad Supplement will not appear again until the first part of September. If your ad has not run by now please resubmit after August 15 for September publication. None will be accepted before that date. This way we will eliminate any stale ads.

To all those others going on vacation, best wishes for a pleasant — and sunny — summer.

Bond drive winners pick prizes

The mood was lighthearted in Plant 35's Conference Room A on July 7. Most of the 24 U.S. Savings Bond Drive prize winners were gathered to choose their gifts (either a vacation tour or a comparable-value appliance) provided by Grumman for winners of the July 3 sweepstakes drawing. All Grummanites subscribing to the Savings Bond program at the end of last month's Bond Drive were in the running for prizes.

Charles Walters, the top prize winner from Plant 80, NAS Miramar, California, chose by phone a combination refrigerator/freezer with ice maker and crushed ice. Winner number two, Pete Juszczuk of Plant 3, chose the RCA XL 100 25-inch, color TV, while Joe Sapienza Jr. of Plant 43 opted for the five-day round-trip jet flight for two to New Orleans, with accommodations at the Royal Sonesta Hotel.

Perhaps it was a sign of the times, but most of the Bond Drive winners seemed to prefer the tangible appliance prizes over the alternate vacation tours to places such as Disney World or California.

Winners who were unable to attend the prize selection July 7 will have their prizes reserved for them until they are able to make their own selection.

Bond Drive winners included: (seated) Margaret Morelli, Mary Jane Frost, Helen Lofsten (wife of winner George), Gwendolyn Harrington, Mary Muro; (standing) Al Margarita, Robert Jenkins, George Lofsten, Frank Rogienski, Peter Juszczuk, Charles Rodenburg, Joseph Sapienza, Jr., Ron Heitzmann, Fernando Martins, Kevin Feeney; (on stairs from top) Michael De Mato, Anthony De Lucia, Robert Edling, Charles Benedict. Unavailable for the photograph: Charles Walters, James Wheeler, Jr., Edward Kuchlewski, Marie Bennett, Patricia Egan, Zemonee Porter. (Photo by Jim Wagner).

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

Manager, Internal Communications
Brian Masterson

Associate Editors
Kathy Housley
Michael M. Smith

Editorial Assistant
Laura Solla

Art Editor
Ted Kole

Telephone
Plane News: 87118
Plane News from outside line: 516-575-3293

'Pride of Workmanship' – keeping Grumman on top

About 2:15 on a Wednesday afternoon a couple of weeks ago, about 30 members of Dept. 028 (F-14 nacelle assembly), several inspectors, and representatives of production management filed into the action center at Plant 1, found chairs, and then settled back to listen. Without much fanfare, plant manager Sam Avati informed the gathering that they would be briefed on a new program, "Pride of Workmanship," that would soon be introduced at Grumman. It was a modest beginning for such a critical undertaking. Before long, however, they got the message loud and clear.

"We're talking about survival," said Bill Voorhest, who, with assistance from Operations Quality director Joe Kingfield, heads the program. Voorhest went on to outline the reason for that concern: "Many people believe there are just too many companies in the industry competing for far too few programs. Only the best are going to survive," he continued, "and we'd better make darn sure we're ahead of our competitors." Because of the worsening budget situation in Washington and the tight-money climate in the rest of the economy, military and commercial project managers are becoming increasingly more critical of manufacturers who are delinquent in three key areas: quality, cost, and schedule.

Although the situation in the aerospace industry is serious, he indicated that Grumman had a lot going for it — among other things, an outstanding reputation for design excellence and quality workmanship. "But we can't afford to rest on our laurels ... champions become ex-champions very quickly."

He termed "Pride of Workmanship" as a campaign to focus greater attention on what is necessary to stay ahead in the competition, and it also sets up the high standards that are necessary to accomplish the goal.

Altogether there were three meetings for members of Dept. 028 and Inspection on the day and night shifts. Each person attending these meetings could follow the presentation with a booklet that described the plan in detail. Voorhest and John Burns of Quality Engineering outlined the program, explaining what procedures would be followed, how progress would be monitored, how and when to effect corrective action, what some of the individual and group incentives would be, and how refinements to the original plan would probably develop from the pilot program at Plant 1.

"The work you do here is important," Voorhest said, referring to the F-14 assembly operation the department is involved in, "and we need your cooperation and support to make this program successful." He pointed out that their group would be only the first of several production departments to incorporate the "Pride of Workmanship" program over the next couple of months. The next group will be from the Stuart, Florida, facility; eventually, it is expected that all people in Grumman Aerospace will participate in the campaign.

In describing "Pride of Workmanship," Voorhest emphasized these key points:

- It really is a program of "doing it right the first time" which will result in a reliable, quality product and a satisfied customer.
- It is designed to encompass all departments in the company.

"Perhaps the biggest incentive these days is having a job to go to," says Voorhest. "But it's more than that. 'Pride of Workmanship' is self-discipline, achieving our potential, and keeping Grumman on top of the industry. When you think about it, that's quite a payback."

president's report

Grumman, like every other aerospace firm, is engaged in a fierce competition for the few Government contracts that are available. And as we've all discovered, even after you win an aircraft program, you must be totally committed to cost, schedule, and performance if you expect

George Skurla

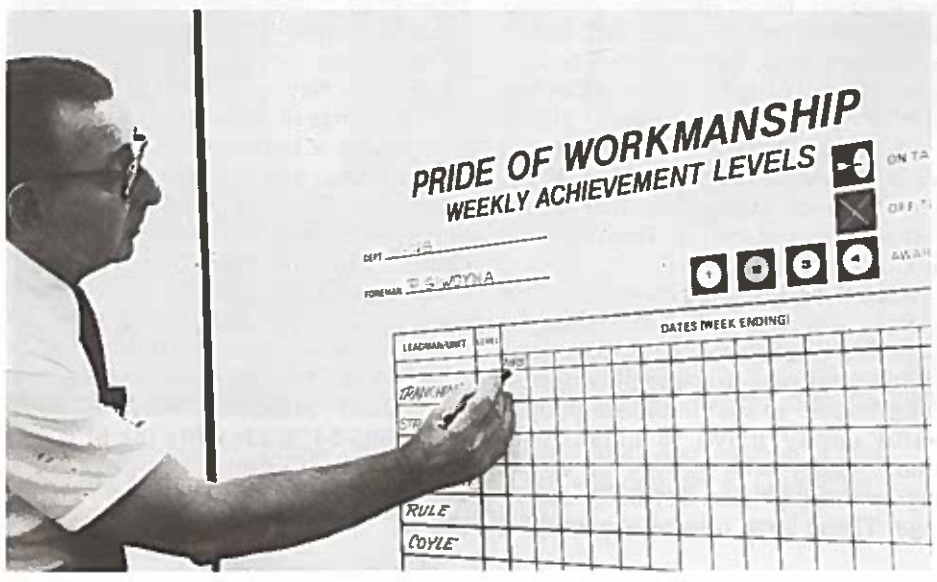
to make it happen ... and keep it. The F-14 is a good example of that. Although it has proven to be an outstanding plane — the best air-superiority fighter in the world according to the Navy pilots who fly it — the program has not had easy sledding. The most recent example of that situation is the proposed lightweight fighter, which could limit any long-range production plans the Navy has for the F-14 ... even though it now seems quite evident that the LWF would increase rather than decrease the overall cost of supplying the Navy what it needs — the most battle-effective plane.

Add to those pressures the long-range concern that we must also show a respectable profit in order for Grumman to attract investors' dollars to finance future endeavors. The only way we can do that is to continue to chop away at reducing our operational costs. We must be successful in that effort, not only to assure our shareholders of a fair return on their investment, but also to make sure there will be monies available for such close-to-home concerns as benefits and wage increases.

As I have stated earlier, a company lives or dies on the quality and performance of its products. Through our "Pride of Workmanship" campaign, we intend to build on the Grumman reputation for quality and performance and continue to focus our energies on making company operations more profitable.

In these times especially, with the severe money crunch in Washington, inflation, high unemployment, and declining public support for our industry, it is critical to the nation, the continued survival of our company, and our own individual security that we give the very best that we can — a complacent attitude, whether it's in management or on the production line, can not be accepted.

The message should be clear: In aerospace, certainly, there are no points for second place. Let's continue to strive to be the best!



Expand EB weld facility

In January 1970, the Electron Beam (EB) Welding department began its first production welds on the F-14 titanium wing covers and center box-beams. The machines employed by Grumman were the largest of its kind in the world. In electron beam welding, a narrow — .10 to .15 inch — beam of electrons, travelling at one-half the speed of light, strikes the metal and melts a narrow hole through it. By moving the beam along an intended joint, the metal melts ahead of the beam and solidifies behind it, thereby producing a high quality, reliable, precision weld. This process, which can be performed on pieces as thin as foil and as thick as five inches, has a minimum heat-affected area that produces minimum distortion of the pieces being welded.

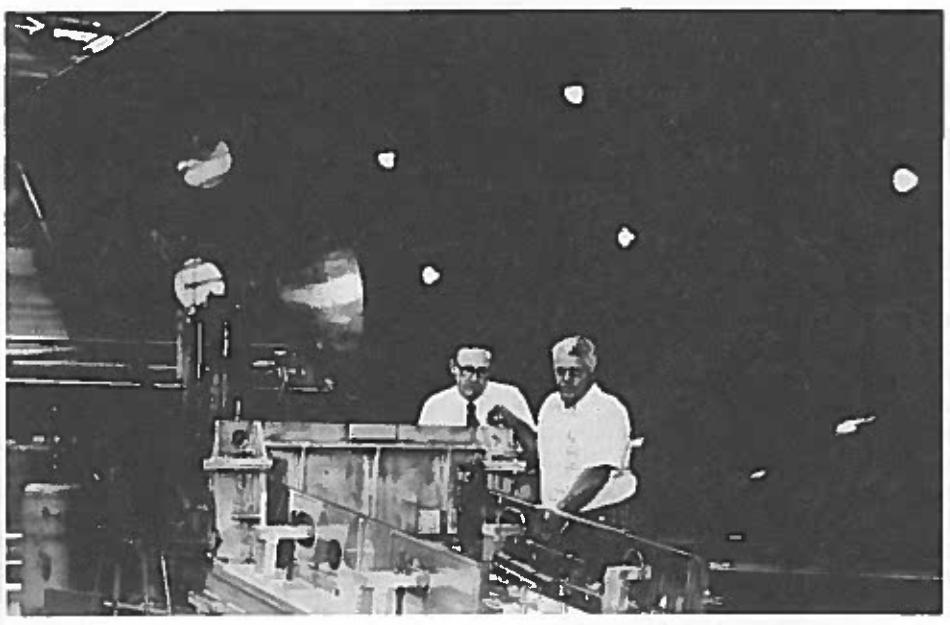
Since the department's inception, its role has been expanded to include subcontract work on the MRCA wing center section, Dassault wing panels, and the Boeing-Vertol UTTAS helicopter. And by the end of this year, EB Weld will be working on a one-half scale, aluminum armored passenger-carrier for the U.S. Army. "The Army is very interested in exploring the economical and structural benefits that may result from electron-beam welding as opposed to the conventional production methods of building armored vehicles," says Jim Gillis, EB Weld manager.

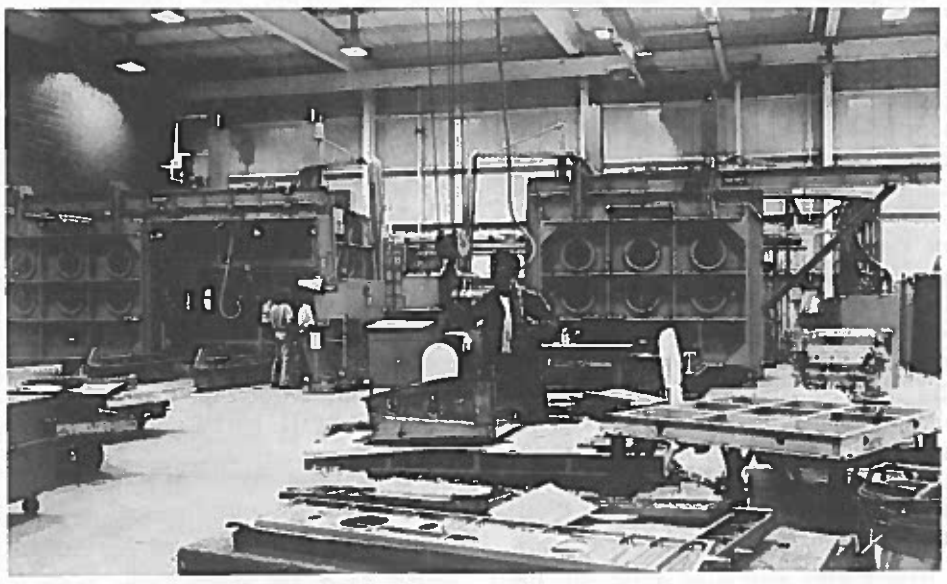
With the projected upswing in production of the F-14, EB Weld, which has a two-shift workforce of over 140 people, requires a larger facility. Construction of a 70x140-foot extension at the southeast corner of Plant 2 began last November.

According to Facilities project engineer Jack Walton, the building contractors are now adding the finishing touches to the extension which was designed by the Facilities Engineering department. The new extension is a pre-engineered structure having insulated "sandwich"-type-construction steel siding. The Plant 2 expansion necessitated the installation of a unique subterranean 80-foot long, 9-foot diameter tunnel as an exit from the EB Weld area basement.

At present, EB Weld has three welders operating: the "Clamshell," Tunnel No. 1, and Tunnel No. 2 which is more commonly called "Long John." Two new Sciaky electron-beam welders have been recently installed in the new extension.

"The additional machines will enable Grumman to get a shot at going outside the company for so-called prototype jobs and subcontract work such as the Army vehicle," says Gillis. "Before this extension, we were limited in the volume of subcontract work we could accommodate."





Growing plans. EB Welding department manager Jim Gillis (above L) and foreman Chet Senig are dwarfed by the 'Clamshell' electron beam welder in the background. Below are the latest additions to the department inventory: Tunnel No. 3 and No. 4. (Photos by Bob Settles)

Mailing it right ...

Communications Services has a suggestion: If you want interoffice mail to Headquarters Building, located at 1111 Stewart Avenue in Bethpage, to be expedited, they advise following this procedure —

Always write "HQ" in the Plant No. blank on the interoffice envelope. Fill in the Dept. No. with initials of companies located in the building: GC for Grumman Corporation; GES for Grumman Ecosystems; GII for Grumman International Inc.; PDC for Paumanock Development Corporation; PLSI for Paumanock Leasing Services Inc.; GDS for Grumman Data Systems. For GDS also enter the GDS department number.

Communications Services sends along the reminder that Grumman Headquarters *is not* Plant 40 ... even though many people have been referring to it as such since it was built. Plant 40 is the building on Route 110 in Melville that houses EF-111A and EA-6B program personnel.

calendar

Notice of events for period August 29 to September 12 should reach Plane News by August 18.

Amateur Radio Club: Wed., Aug. 20, 5 p.m., radio shack, roof of Pl. 5; business meeting; guests welcome. Emmett Goodman, Ext. 87125.

Coin Club (Bethpage): Wed., Aug. 27, 12:05 p.m., vendor conference room, Pl. 25; informal lunchtime meeting. Ken Hale, Ext. 1936.

Coin Club (Calverton): Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome. Jerry Kreussling, Ext. 415.

GAC Divers: Wed., July 30, Pl. 28, 5 p.m.; general meeting; guests welcome. Steve Failer, Ext. 1565.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe, partnerships arranged; guests welcome. Phil Hodge, Ext, 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 86048.

GACE Flying Club: 2nd Fri. of each month, 5 p.m., Pl. 28; FAA film, business meeting; speakers — "Hangar Flying." Betty Schledorn, Ext. 7372.

Rod and Gun Club: Every Mon., 8-10 p.m., Naval Reserve Training Center, Huntington; every Tues., 6-8 p.m., Colonial Firearms, Levittown; every Thurs., 6-10 p.m., Old Bethpage Club Range, W. Babylon; every Fri., 6-8:30 p.m., Marine HQ Range, Garden City; practice and matches; open to all Grummanites. Call GAA for information.

Stamp Club: First 3 Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, Ext. 3926.

Personal

We wish to thank all of Dept. 024, Plant 2, for their generous gift and very kind expressions in our time of need. Alice and Frank Rogienski

Adelphi now offers off-campus studies

If you're interested in continuing your education at the college graduate or under-graduate level, there are a number of schools that are initiating programs to try and accommodate even the busiest of people.

Nationally, enrollments are soaring in Master of Business Administration programs, widely viewed as basic to professional growth, according to Dr. Timothy Costello, Adelphi University president. In the New York area, Costello announces that "Adelphi is now offering M.B.A. study at times and places very convenient for business people with heavy schedules. Our three-way plan of study has just about solved the problem of finding time to attend M.B.A. classes."

Three different routes to the M.B.A. are available, according to Costello. Last year, Adelphi began offering courses in local libraries on Long Island so that business people could easily drive to class from home, either after dinner or weekday evenings, or on Saturday mornings. These local classes are held on the North Shore, South Shore, East Nassau, Five Towns, and in Suffolk County. For several years, Adelphi has held classes for commuters on the Long Island and Penn Central railroads. And for many years, naturally, it has been offering evening classes at its campus in Garden City. All courses, regardless of location, are "identical in academic excellence," says Costello.

Costello reports that hundreds of older students — using one of these three routes, or some combination of them — have earned the Adelphi M.B.A. degree through part-time study over a two-year period. Concentrations are available in Accounting, Banking and Financial Markets, Business Economics, Corporate Finance and Investments, Management, Marketing, and Hospital and Health Care Management.

For further information, please call: NASSAU: 294-8700, Ext. 7600; SUFFOLK: 242-6161; NEW YORK CITY: 895-5455. Or write the M.B.A. Information Center, Adelphi University, Garden City, New York 11530.

L.I. club resurrects Lindy's discarded Jenny

They were the aviation pioneers of the world ... the men, and the women, who brought the art of flight from the canvas-and-wood barnstorming days of the Twenties to the jet age of the Seventies. Today, not only the transportation of millions but nations' destinies ride on wings of aluminum and steel.

Most of the early aviation giants have already passed from the scene, and their aircraft with them. Lindbergh, Post, and Earhart have taken their place in history, while their audacious craft bear silent witness in museum halls across the land.

But in a pleasant suburban home on Long Island's north shore, aviation's past still lives in the labors and dreams of some 50 members of the Long Island Early Fliers Club. The club's president, aviation veteran George Dade, has turned his large basement and garage into a well-equipped workshop. Each Wednesday night some 25 club members can be found transforming a collection of wooden spars and metal fittings into a Curtiss JN-4, a famous World War I trainer aircraft that later became the favorite of the barnstormers.

Lindy's plane

Dade's "Jenny," as the JN-4 was affectionately called, is not only a fine classic aircraft but also happens to be the first plane owned by Charles Lindbergh. The famous aviator attested to that fact himself after a visit to the Dade household shortly before his death last year.

Dade learned of the aircraft's existence two years ago from Air Force sources in Dayton, Ohio. The plane's owner, Ernest LeClere, had acquired the aircraft back in the Twenties from another aviator, Paul Shaw, who had crashed it in a field near LeClere's farm. LeClere had planned to use the plane for spares for his own Jenny but sold his plane soon after. Lindbergh's Jenny, or what was left of it, lay in LeClere's barn for 46 years. In 1973 Dade rescued what remained of the Jenny for his restoration project.

Only about 20 percent of the plane's wooden parts and 60 percent of the metal escaped the vicissitudes of time ... and the hoofs and appetites of the local livestock (apparently cattle regard plane canvas as a delicacy). Dade and his veteran crew took charge of the battered remnants, and within a year's time had assembled a large part of the fuselage-frame and parts of the wing center-sections. Dade estimates that the aircraft is now about 60 percent completed.

"Where a part from the Lindbergh plane is missing, we substitute an authentic part from some other Jenny or manufacture it ourselves from old blueprints or photographs," says Dade, whose search for missing pieces of the Jenny has taken him all over the United States. The Lindbergh Jenny is planned as a nearly 100-percent authentic craft even though many of the parts must be obtained elsewhere.

But a second aircraft, the static display model, will be constructed largely from pieces made by hand in Dade's workshop, although it will contain such restored pieces as a vintage Jenny radiator (the Jenny's 90 h.p. Curtiss OX-5 engine was water-cooled). Last year Dade learned that the radiator was serving as a wall display for a mid-western businessman. The man was understandably reluctant to part with the piece, but Dade, who had already wrested the remains of the original Lindbergh plane from LeClere, was similarly persuasive with the owner of the radiator.

The restoration project organized by Dade at his attractive Glen Head home has a professional, albeit relaxed, air to it. Workers are grouped into five teams, with a team leader and specific responsibilities. One team, for instance, assembles the static fuselage, while another might work on the wing and tail surfaces. Every piece of material used must have a work order and must be approved by production control chief George Smith. A Grumman retiree of 37 years' service, Smith worked on the Wildcat back in the Forties and on the Wildcat restoration project last year.

Pioneers. A few months after famed flight, Charles Lindbergh is helped on with his parachute by budding aviator George Dade (age 15).

Veteran craftsmen. Some of the most skilled men and women in the business are working on the Lindbergh craft – a number of Grummanites among them. (Photo by Richard Breunig)

'Cradle of aviation'

Smith is just one pro among many, however. Almost everyone in the Jenny work crew can point to a lifetime with aircraft. And some can remember back to the great days, the Twenties and before, when a few square miles of Long Island served as "the cradle of aviation."

Many of these early flight enthusiasts were practically raised in a hangar; in fact, George Dade actually was. Since his family was intimately involved in the earliest operations at Roosevelt Field, it was only natural that their living quarters should be in one of the hangars at the site and that Dade should be a witness to most of the historic flights of the period.

One such flight he remembers especially. Even though he was not actually at the departure point, he recalls hearing the cheers of the spectators as Charles Lindbergh embarked on his epic flight to Paris. Shortly after Lindbergh's return, Dade got a shot of himself assisting the famed aviator with his parachute (see photo).

Splices remain

To George Dade and fellow enthusiasts those early days are still alive in the canvas and wood of their historic craft. Tony Uravitch is one of the dozen Grummanites working on the project. Pointing to splices in the plane's wing struts, Uravitch, a technical writer in the F-14 program, says: "Lindbergh probably made those splices following an accident — minor crashes were typical of early aviation."

Barnstorming was a way of life for many early aviators. Using World War I surplus planes, these young pilots flew the length and breadth of the United States offering rides for a few dollars to people who in many remote areas had never seen an "aeroplane" before.

Lindbergh purchased his Jenny in Americus, Georgia, in 1923, for the bargain-basement price of $500. Says Lindbergh in his book *We*, written soon after his historic New York-to-Paris flight: "I had not soloed up to the time I bought my Jenny at Americus, although at that time the fact was strictly confidential. ... Therefore when my Jenny was completely assembled and ready to fly I was undecided as to the best method of procedure. No one on the field knew that I had not soloed. I had not been in a plane for six months; but I did not have sufficient money to pay for more instruction, so one day I taxied to the end of the field opened the throttle and started to take off. When the plane was about four feet off the ground, the right wing began to drop, so I decided that it was time to make a landing. I accomplished this on one wheel and one wing skid but without doing any damage to the ship."

Lindbergh did make it off the ground later that day and in a week's time was on his way to Texas, soloing over some of "the worst flying country in the South." Despite several close calls along the

(Continued on page 9)

It's traditional: when Grummanites get together

Weeks of overcast, humid and rainy weather vanished overnight to make way for Saturday, July 19, one of the most glorious weekend days in a long time. By 8:30 that morning the picnic grounds at Calverton were already packed, but there was still room for thousands more who made this year's Family Picnic the best attended ever.

There were hot dogs in the thousands, oceans of beer and soft drinks, ice cream, rides, games, magic shows, door prizes, and, of course, the superb weather that has marked almost every picnic date for the last dozen years.

"I'd love to know who picks out the date for this event," said Bob Gundersen, relaxing under a shady oak with his wife Rosaleen. "I've been coming here for 12 years and I can only remember one rainout the whole time."

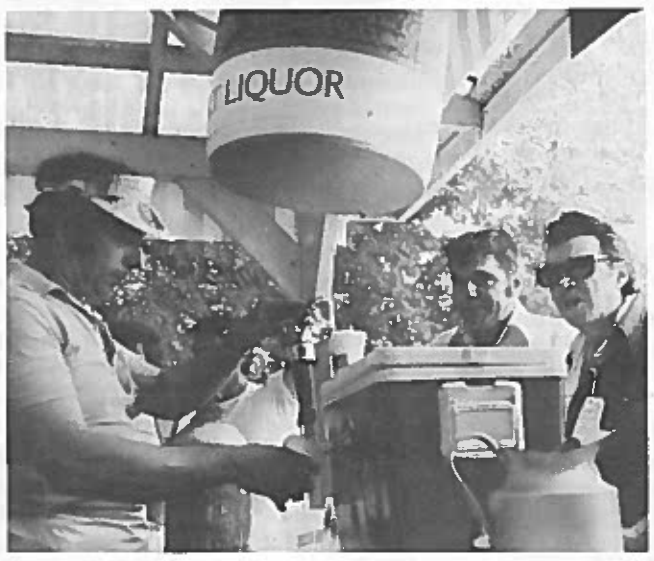
"This is a terrific event they have here," said another veteran picnicker, William Banks, whose brother-in-law, Chris Reid, has been with Grumman seven years. "I enjoy the whole thing—most of all the ice cream they've got," he added, opening a dixie cup for himself and his small son.

In fact there were probably almost as many picnic favorites as there were picnickers. There were recreations galore arranged by the Picnic Committee that were sure to cheer the most jaded heart—three-legged races, shows, softball games, rides, the egg toss, music and dancing. And, of course, food—tons and tons of hot dogs, beer, ice cream and lots more.

And there were the many individualistic private pursuits: sleeping in the cool shade beneath the trees, playing cards, informal wrestling matches with schoolmates, listening to the radio or the Grumman Employees' Band, or just sitting around talking with friends.

Intent on a game of Scrabble with a friend was picnicker Bill Brinkerhoff, Jr., whose father Bill, Sr., works at Grumman. This was Bill's fifth or sixth picnic; he started going when he was a small kid, and "I love it," he says. "The kids here can have a fantastic time," he adds. "They just run around and really enjoy it."

The fact is hardly surprising, since the picnic, like Christmas, is practically dedicated to children. This year as always there were so many activities for those 12 and under that many parents got little more than brief glimpses of fleeing forms before their little tykes were off to the train



Photos by Dick Sander and Jim Wagner

ride or merry-go-round.

Said one couple: "We used to fix an elaborate barbecue, but we finally realized that our kids spent most of their time running around with their friends or watching the magic show. Now we just relax and enjoy it."

Among the many children's functions were sporting events, boxing, and all kinds of rides. Among the most popular were the 30-yard dash (for five-to-seven year olds), the 40-yard dash (for 11-to-12 year olds) and the 50-yard dash (for 13-to-14 year olds).

Parents and kids mingled together for many of the events, the kids running the wheelbarrow race amidst screams of glee, followed shortly afterwards by Mom and Dad with only a slightly less exuberant demonstration of enthusiasm ... and a little less acceleration.

The magic show, a perennial favorite, featured a distinguished gentleman from the old country whose penchant for making radios disappear delighted a few thousand kids and their parents. Then there were the athletic dogs who went, however reluctantly, down a play slide, and the finale, featuring a young man with the ability to stand on one finger.

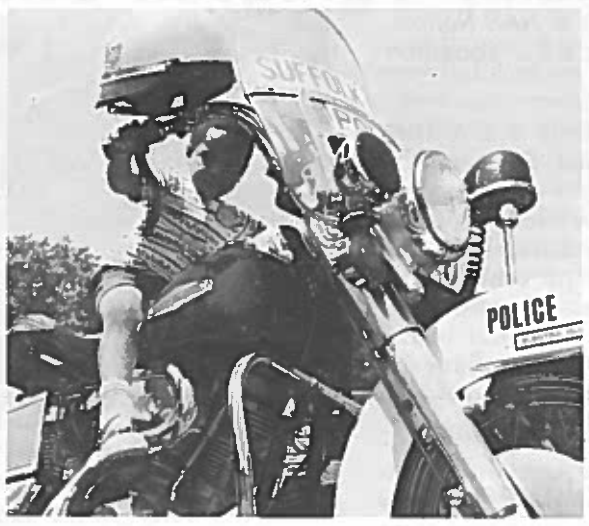
And all through the day there were the old favorites whose appeal never stales: the Caterpillar, thrilling enough to delightfully terrorize any kid with a yen for speed; the merry-go-round, always a big draw; and, of course, the Great Peconic and Calverton Railway Companies, represented by two competing lines at opposite ends of the picnic grounds.

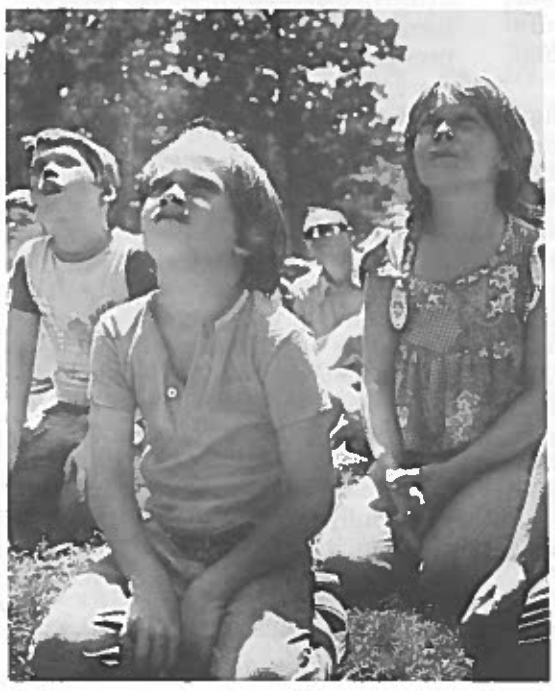
The big train was perhaps the bigger draw, with the most adventurous yelling for the train to go faster. The engineer, Clint Towl, kept the train on an even keel trip after trip, a skill he may have developed in his capacity as Grumman Corporation Board Chairman.

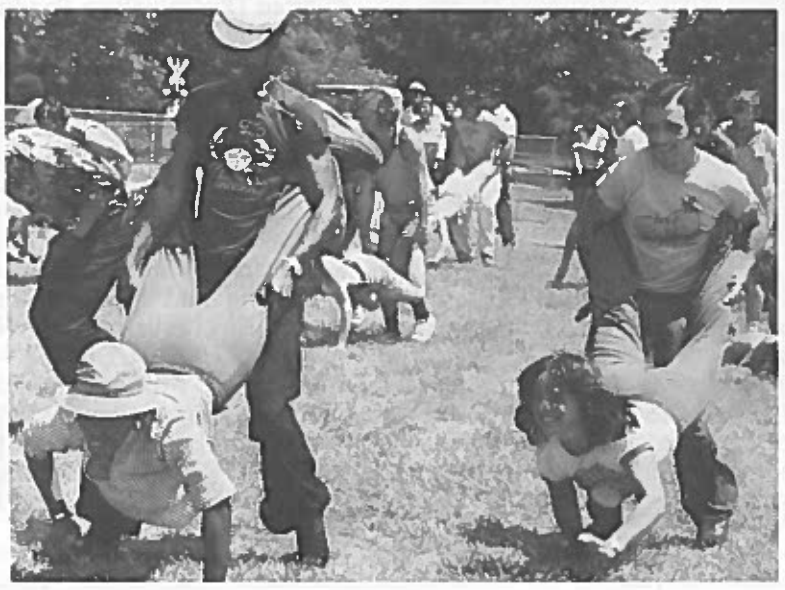
Also on hand to greet the picnickers were Grumman Corporation President Jack Bierwirth, Grumman Aerospace Board Chairman Joe Gavin and President George Skurla. All four spent most of the day chatting with the picnickers and enjoying the rides, food, and fine weather.

There were plenty of other stories—each family has its own—but the biggest story could be read in the faces of the thousands of men, women and children who made this year's picnic the biggest, and best, ever.

... the good times roll







people

Carry Spier decided that the best way to assess recent changes she suggested be incorporated into the video simulator of the E-2C Tactics Trainer was to observe the airborne early warning aircraft during operations ... and she did just that.

The Grumman Field Service representative, who is stationed at NAS Norfolk Va., made her first flight in a military aircraft a few weeks ago; it marked a first for the Hawkeye, too — a woman had never flown in an E-2C before.

During the one-hour-and-fifty-minute flight, Spier sat at the combat information center operator's position onboard an E-2C of Squadron RVAW-120, based at Norfolk. In that position, she tracked targets in the busy Norfolk airspace and checked the "look" of the automatic moving-target indicator display over land and sea.

How did she view her first military flight? "It definitely gave me a better insight into the tactics trainer video-simulation system," says Spier. "In the past, I have relied on others to explain from their experiences what necessary requirements must be incorporated into the trainer's video simulation section. Now, by observing first hand the E-2C in its operating environment, I have more insight and can make a better assessment of the job the video simulation system of the E-2C tactics trainer must perform."

First flight. Carry Spier (L), Grumman Field Service rep at NAS Norfolk, chats with Lt. Cdr. Tom Morgan, flight team leader, E-2C squadron VRAW-120, after her first flight in E-2C.

Next month, the graduate electrical engineer will be returning to work at Bethpage, and plans in her spare time to pursue a master's degree to further her career.

On the way up

Jim Christiansen, a New Mexico State U. student majoring in wildlife biology, is spending the summer at Calverton working in the Tool & Die department ... but on weekends he likes to test his mountain-climbing skill. Jim is looking for experienced mountaineers to climb with, ones who are able to climb 5.4 Y.D.S. (Yosemite Decimal System "degree of difficulty") or better and who have a knowledge of the Shawangunk Mountains in the Catskills range or other local climbing areas. If you're a climber, or can point Jim in the direction of other mountaineers, please call him any weekday evening at 728-4223.

All smiles. Last month, Tom Merritt (L), director of Manufacturing stopped by Plant 2 to present four members of the Sub-Assembly-Major department with Project Sterling diamond pins. Those honored were: (L to R) seated: Sal Tranchina and Frank Abbondondola, who both have 28 approved suggestions; Augie Krastal, who has 29 suggestions to his credit; and Frank Rule, who has 34 of his employee suggestions approved. Also on hand at the mini-ceremony were: Sam Avanti, Plant 2 manager, and Paul Giwoyna, Sub-Assembly-Major foreman. (Photo by Marie Trimborn)

Recent appointments...

Among those who received changes in assignments recently were: TECHNICAL OPERATIONS — Donald L. Seidenspinner, Systems Technology, EA-6B; Robert E. Schwarz, Systems Technology, E-2; John Lau, Program Controls, E-2, all project managers in Product Support; Willard R. Bischoff, director, Design Engineering; Neil A. Scioscia, group head, Prototype Electronic Development; Heinz H. Schreiber, technical specialist, R.F. Equipment Design, all in Product Engineering.

Additional assignment changes in Technical Operations were: Robert Biegen, project engineer (Norfolk) E-2 Tactics Trainer in Product Support Department; Luis Trupia, chemical engineer, who is responsible for interfacing the disciplines of Chemical Engineering and Metallurgical/Welding Engineering; MANUFACTURING OPERATIONS — Larry Farrelly, production manager, Detail Parts; George Reinhardt, production manager of Plant 1; Arthur E. Nelson, manager, Industrial Engineering-Planning Organization.

Others named to new positions include: John E. Conover, director of Motivational Programs in Security and Personnel Services; MILLEDGEVILLE OPERATIONS — Thomas J. Lahey, deputy general manager; Edward Warenik, Operations; James Hicks, Quality Operations; William Richter, Administration, all appointed managers; and Joseph Christian, plant controller.

Looking us over ...

A couple of weeks ago, Vice President Jim Zusi, director of Stuart Operations, greeted Harold Brownman, Assistant Secretary of the Army for Installation and Logistics, who visited the Florida facility for the first time. Brownman was on an inspection tour of contractor repair depots, and during his stay he not only

viewed the Stuart operations but (above) suited up for a flight in the OV-1 Mohawk. On hand with Zusi to greet the Assistant Secretary was Vice President Ross Mickey, director of Military Aircraft and Marine Programs at Grumman. On the inspection tour with Brownman were Maj. General Eugene D'Ambrosio, director for Supply and Maintenance; and Maj. General Louis Rachmeler, deputy director for Material Acquisition.

Commenting on his visit to Stuart, Assistant Secretary Brownman said: "I was quite impressed with the facilities, the organization of the facilities for work, and the management of the organization."

Looking for help ...

If you have scouting experience and a couple of weeks' vacation coming up, perhaps you'd like to be adult leader for a Boy Scout Troop, No. 114, that is going to camp from August 3-17. And what's more, according to Tom Kelly of Plant 25, should you have the right qualifications you could earn up to $300 while doing it. Interested? Call 516-423-5595 or 516-427-9676.

Deadly burst. Verification of the boresight and harmonization of the M-61 gun to the F-14 Tomcat is presently being performed at NAS Miramar by VF-124 'ordies.' Above, the 50-round burst was fired in a half-second at a high-rate speed of 6,000 rounds per minute.

'Ordies' keeping F-14 on target

Of the many weapons employed by the F-14, the M-61 Gatling Gun System is one of the most popular — and dramatic. Firing at an awe-inspiring 6,000 rounds per minute, the F-14 gun is a dog-fighter's dream-come-true.

Since October 1973, VF-124 at NAS, Miramar, California, has fired more than 65,000 rounds of 20 mm ammo during aerial gunnery training. Back on the ground the squadron has the use of a gun-butt facility that allows dynamic check of the gun system using a 1,000-foot enclosed tunnel. The tunnel permits long range boresight of the gun and harmonization checks of the gunsight "pipper" (image electronically projected on pilot's wind screen), all in one operation.

The squadron's ordnance shop personnel have had plenty to keep them busy lately with 47 Tomcats to reconfigure. A continuing task, the reconfiguring of the armament ancillary equipment must meet the demands of an ever-changing air crew training schedule. On top of their other jobs, the VF-124 ordnance shop, under the leadership of CWO "Gunner" Burke, is also responsible for training replacement "ordies" for the fleet.

Tight squeeze. Some jobs require an all-around interest in corporate operations. That's President George Skurla, wedged into an F-14 air-intake duct, performing an eddy-current check with a technician on an F-14 first-stage jet engine blade.

Lindy's Jenny . . .

(Continued from page 5)

way, Lindbergh arrived in Texas intact. His earliest flight, like the later ones, was an audacious success.

Compared to the aircraft produced nowadays at Grumman and elsewhere, the Lindbergh Jenny is something of an apparition. The wing structural cables are made by hand of non-flex cable, not an ounce of stainless steel to be seen anywhere. Many of the fittings are copper-covered; today they probably would be cadmium-plated. The wheels have no bearings, just a grease cup and bushings. Spruce, the major structural material, is used in the fuselage and wing frames. Even the prop, engine mounts, and landing gear are mostly wood.

When the plane is completely restored, the L.I. Early Fliers will donate the aviation classic to the Nassau County Museum where aviation buffs and the public at large will have a chance to see one of Long Island's most notable aircraft.

For further information on the Jenny, contact George Dade, 22 Central Drive, Glen Head, N.Y. 11545 (telephone: 516 OR 6-1564), or Tony Uravitch, Plant 15, Ext. 1244 or 1344. The restoration team is looking for Jenny memorabilia and authentic parts, particularly cockpit instrumentation. Perhaps you can help. They welcome any assistance.

More on Antigua, St. Croix

In the last Plane News issue, GAA announced its fall line-up of week-long vacations to Antigua and St. Croix. It was reported that only a $200 deposit was required at the time of registration. **Full payment must be made at that time,** says Bob Benn of GAA. Checks must be made out to Austin Travel.

Sign ups for the November 21 to 28 Antigua trip will take place in the Plant 28 lobby on Tuesday, August 5, at 5:30 p.m. Prices are as follows: $377 per person, double occupancy; $422, single occupancy; $360, triple occupancy; and $185, for children under the age of 12 years sharing room with parents.

Registration for the St. Croix trip slated for December 4 to 11, will be held on Wednesday, August 6, at 5:30 p.m. in the Plant 28 lobby. The St. Croix package costs: $387 per person, double occupancy; $473, single occupancy; $381, triple occupancy; and $206 for children under 12 sharing room with parents.

The GAA vacation packages are open to all Grumman employees, their immediate family members, and retirees. Personnel must be present at the respective sign-up dates. Names will be drawn to determine order of sign-up.

letters

To the editor:

Your front page letter in Plane News, June 27, 1975, reminds me of another letter Grumman can be proud of.

This story is true, but time has dimmed my memory of the names and dates, but it was in 1949, I believe.

At a U.S. Naval Base in Japan, Communications received an emergency call from a ship in need of medical assistance. One of its crew members was in critical condition and required immediate removal of his appendix. A Grumman SA-16 (Albatross amphibian) was dispatched with a doctor and nurse in addition to the pilot, co-pilot, crew chief, and one machinist mate.

It was agreed that the aircraft would rendezvous with the ship 500 miles east of Japan at a specific latitude and longitude at 5:00 a.m. the following morning. As the aircraft reached the chosen position in the gray morning light, the crew spotted the ship below and a water landing was made. The ship sent a boat over to take the doctor, nurse, and pilot back aboard. A tow line brought by the boat was attached to the bow of the SA-16.

During the day the wind and waves began to rise. The weather became so bad that the passengers and pilot could not be returned to the aircraft and it was decided to wait out the night.

During the night, watches were set up on the aircraft. The duty watch removed the floor hatches every hour to check the bilge for leaks. The hull remained dry. Outside the aircraft the waves became so high there was solid water passing by the cabin windows. Spray was driving into the engines and the right fuel drop tank began to pound due to the loosening of the sway-brace pads. To make matters worse, the right wing float began to fill up with water causing a decided list to starboard. The fuel drop tank was released and the aircraft leveled itself.

In the morning the engines started immediately in spite of the soaking in salt water. The SA-16 took off and returned to its base. The doctor, nurse and pilot returned on the ship and incidentally, the patient recovered.

The letter reporting the incident ended with the statement "Thank God Grumman built our SA-16." It was signed by the pilot, co-pilot, crew chief, and machinist mate.

The original letter was in a service report published by Alonzo Gibbs (Tech Directives). Granted, this incident happened some time ago, but it still gives one pride in Grumman workmanship.

/s/ Warren T. Switzler
F-14A Publications

World's largest car pool. Well, one of the largest at Grumman anyway. Six daily commuters at Plant 34E share gas and expenses for the 26 miles from Setauket and back. Cozy, they say, but worth it. From left are: Lindsay Patterson, Bob Willig, Edw. Ellis, Jr., Jim Beckwirth, Tom Kristich, Ted Pavlonis. (Photo by Fred Annette)

G. G. Brinker

R. W. Gehrt

A. J. Way

J. B. Gogarty

A. E. Graham

E. G. Markow

P. E. Shadlich, Jr.

F. Baumann

H. Marshak

T. A. Taglarine

R. S. Glowacki

R. L. Seebol

M. Pelehach

E. M. Bauer

J. P. Blazejewski

J. R. Gerrity

service milestones

35

William Oborn, Prototype (1)
Earl M. Tobie, Prototype (2)
Joseph R. Nowotny, Propulsion Test (2)
Charles N. Tacke, Tech. Serv. & Subcontract (2)
Andrew Bahry, Support Sys. Mgt. (15)
Forest T. Pearsall, Requirements Plng. (30)

30

Ralph D. Benedict, Sub-Assy. (1)
Frank L. Sapone, Prod. Ctl. (2)
George H. Felicetti, Safety (2)
Francis R. Weiss, Press (3)
Frank H. Heaney, Flt. Ops. (4)
John T. Tucker, Static Test (5)
Edmund H. Munson, Prod. Rel. & Analy. (6)
Frank S. Tupper, P/S Verif. (25)
Lawrence G. Olsen, Power Plt. Des. (25)
William H. Bruning, Ops. Anal. & Plng. Res. (25)
George C. Stephani, Ind. Engg.—Sched. & Status (30)
Theresa M. Donlon, Gen. Commodities (30)
Howard M. Shepard, Controls & Mechanisms (35)
George E. Tschudi, Finance & Admin. (77)

25

Michael Pelehach, Vice President, F-14 Dir.
Gerard G. Brinker, Sub-Assy. (1)
Richard W. Gehrt, Assy. Tool & Hand. Equip. (2)
Anthony J. Way, Final Assy. Struct. (4)
Joseph B. Gogarty, Elect. Insp. (4)
Arthur E. Graham, Planning (5)
Edward G. Markow, Prod. & Tech. Dev. Mgt. (5)
Paul E. Shadlich Jr., Repair Control (6)
Franklyn Baumann, Trans. Mgt. (7)
Howard Marshak, Struct. Des. (15)
Elmer M. Bauer, Dynamics (25)
John P. Blazejewski, Plant Store (27)
Jane R. Gerrity, Materials Acctg. (30)
Muriel Nordstrom, Prog. Qual. Mgt. (34)
Thomas A. Taglarine, Struct. Analy. (35)
Robert S. Glowacki, Standards (35)
Robert L. Seebol, Crew Sys. (40)

20

Edward W. Nixon, Struct. Des. (1)
Robert J. Walsh, Press (2)
John R. Traina, Invent. Cntl. (2)
Leonard J. Ober, Meth. Engg. (2)
Thomas Tatarian, Meth. Engg. (2)
John H. King, Sub-Assy. Cntl. (2)
Fred F. Durham, Maint. (3)
Anthony A. Giancola, Maint. (5)
Casper Catalanotto, Aero Test (5)
Arnold P. Schaffer, Engg. Test Ops. (5)
John J. Gilbert Jr., Grd. Test Inst. (5)
Alfons R. Kroll, Warehouse (6)
John J. Giunta, Engg. (6)
Lawrence B. Brown Sr., Flt. Dev. Ops. (7)
Francis D. Barnes, Mech. Insp. (7)
Richard A. Burrell, P/S Supply Ops. (15)
Richard W. Harris, Saw (17)
John Schifano B/P Warehouses (17)
Vincent F. Scobbo, Ships & Spares (17)
Willy A. Wolter, Static Struct. Meth. (25)
Anthony Favale, Nuclear & Astrophysics (26)
Paul R. Schatzel, Personnel Admin. (28)
Joseph Casey Jr., P/S Supply Ops. (30)
Bernard F. Lang, Materials Acctg. (30)
Savino C. Albanese, P/S Tech. Writing (34)
Robert L. Erath, Research Tech. Support & Ops. (35)
Francis W. Scheri, Q.C. Qual. Engg. (35)
Albert J. Gagliano, Ops. Qual. (35)
Arthur W. Wiegand, Prog. Contracts (40)
Ronald A. Collins, GSE/Train. Reqt. Plan. (43)
Frank Hejduk Jr., Production (44)
Eugene Walkowiak, P/S Servo/Trng. Dev. Engg. (47)
Robert S. Rulon, P/S Servo/Trng. Dev. Engg. (47)
James J. Dowling Jr., Inspect. (77)
Bartholemew V. Glowacki Jr., Q.C. Supplier (89)
John J. Pearce Sr., Grumman Houston

15

Edward A. McNally Jr., Mgmt. & Stf. (4)
George E. Frenzel, Support Equip. Prod. (5)
Katherine F. Rash, Proj. Secretarial Serv. (5)
Leonard L. Trifaro Sr., Structures (6)
Frederick A. Heppler, Mfg. Inspect. Elect. (6)
Norace Sacher, Mfg. Inspect. Elect. (6)
Robert D. Guido, Maint.-Rearrangement (12)
Dario Antonucci, Meas. Stand. Engg. (12)
Theodore H. Lindblad Jr., P/S Site Support (15)
Lawrence W. Wicklund Jr., P/S Elect. Engg. (15)
Wilbert J. Holmer, P/S Servo/Trng. Dev. Engg. (15)
Robert T. Papaleo, Prog. Mgmt. E-2 (15)

Bruno A. Sidor Jr., Missions & Sys. Analy. (25)
Carl R. Gazdag, P/S Tech. Writing (34)
Theodore E. Luzzi Jr., Fluid Dynamics (35)
Frank E. Leach Jr., Avionics Inst. (36)
Charles Brigando Jr., P/S Instructors (39)
George Fuchs Jr., P/S Elect. Engg. (40)
Robert B. Walker, Stabil & Control Equip. (40)
Jeno Kormendi, Training Sys. (43)
Harvey Weinschenk, Production (43)
Martin F. Clark Sr., Mat. Control (77)
Russell A. Noel, A/C Sys. Serv. (94)
Joseph P. Kelly, P/S Logistics Serv. (95)

Latest on GAA trip agenda: weekend tour of Cape Cod

Here's a great way to extend the summer months: sign up for the GAA Indian Summer weekend trip to Cape Cod. The weekend excursion, which is slated for September 19-21, costs $82 per person, double occupancy.

$82 per person

Included in the Cape Cod package is: transportation by deluxe coach, two nights' accommodations at the Sheraton Falmouth Inn, all admissions and tips, and four meals.

A few of the sights included in the tour are: Sandwich Glass Museum; First Encounter Beach; National Seashore Headquarters; Cape Cod Lighthouse; Marconi Wireless Station; Provincetown; and, on Sunday morning, golf (greens' fee included in package). Sightseeing tours are available for those who do not wish to play golf.

Guests may also take a dip in the indoor pool and enjoy live entertainment nightly at the Inn's Seascape Lounge.

All employees, retirees, and their relatives and friends are welcome to sign up. Registration may be made in person at the GAA office in Plant 30 or by mailing a check (made out to the Bethpage Aircraft Tour Club) to: GAA, Plant 30, Bethpage, N.Y. 11714. Full payment must accompany all registrations. For more information, contact Rita Looney on Ext. 2133 or LR5-2269.

obituaries

SAMUEL J. JOHNSON of Out-of-Prod. Spares, Plant 4, died July 4 at the age of 50. He had been with the company since 1952 and lived at 675 Lakeside Drive, Baldwin.

KELLY R. MOUTRAY of P/S Field Service Management, Plant 35, died July 5 at the age of 56. He had been with Grumman since 1973 and lived at 154 Melville Road, Farmingdale.

WILLIAM HENKEL of Production Manufacturing Administration, Plant 2, died July 10 at the age of 59. He had been with the company since 1943 and lived at 123 15th Street, Garden City.

WALTER F. ROTHAMEL of Maintenance Control, Plant 7, died July 10 at the age of 57. He had been with the company since 1954 and lived at 108 Stanley Drive, Centereach.

EVELYN T. RENNERT of Requirements Planning, Plant 30, died July 15 at the age of 61. She had been with the company since 1969 and lived at 37 Twilight Walk, Emerald Green Apts., Holbrook.

He's always out to lunch on Plant 1 softball field

For the past 35 summers, Lou Trapani has dined outdoors ... on the Plant 1 softball field. (That's a feat worthy of mention in the Guinness Book of World Records.)

During his first decade on the Plant 1 diamond, Lou played second base in both the softball and baseball leagues. The highlight of his playing career was suiting up

Lou Trapani

for the '43 Grumman Yankees softball squad.

"In those days, it was fast-pitch," reminisces the former infielder. "It's no longer a pitcher-catcher contest. In today's slow-pitch game with unlimited arc, it is totally dominated by the hitters."

But Lou's not bitter about the change in pace. In 1949, he traded in his fielder's glove for an umpire's mask and ball-and-strike counter. The role of Plant 1 lunchtime umpire became more demanding in slo-pitch "... and it certainly has provided a lot of memories."

How is it umpiring games that involve your fellow workers? "Oh, occasionally, one of the fellows might get carried away with the game, but in general, I've never had any problems," says the Grumman veteran. "But there was one time during a heated contest that the entire stand got out-of-hand, and a fellow umpire ordered all the spectators off the field."

Adding to the excitement of lunchtime ball games is the umpire's interpretation of the specific Grumman rules. A team can submit its case to the Protest Committee that is established in all GAA leagues.

"For instance," cites the man who's been behind the plate almost 26 years, "a team can't protest a judgment call made by the umpire on a runner tagged out at home. He's out ... and that's final."

But, there is a Grumman adapted rule that says it's an automatic double when a fair ball goes in between parked cars. "On one occasion, the outfielder was playing shallow and the batter slammed it over his head. The ball eventually rolled into the parking lot. I allowed the runner to score a homerun. The opposing team on the field brought the case to the Protest Committee and they ruled that it's an automatic double ... it landed in between the cars. Well, you can't be right all the time."

For the past few years, Lou has been the Plant 1 softball commissioner, occasionally filling in for a vacationing umpire at third or first place. It seems he can't stay away too long from that ole Plant 1 diamond.

League Standings ...

The "A's" lead the way in Plant 1 lunchtime softball play with an undefeated record of 9-0. The Hawkeyes are close behind with an 8-2 record, followed by the remainder of the league entries: Old Timers, 4-4; Misfits, 4-6; Trojans, 3-4; and in the cellar, the Gnomes, 0-8.

Going into the final stretch of Plant 3 lunchtime action, it's a tight race between the Commanders (14-2) and the Chiefs (14-4). The Hustlers are residing in third with a 8-14 record, and the Mets and Warehouse shared last place residency with 2-14 records.

In the Plant 2-5 lunchtime league, the Leakers have proven too strong for fellow teams. They've managed to run an undefeated streak of 10 wins — with no blemishes. In distant second, the Streakers stand at 5-2, followed by the Hubie Doobies, 5-4; E.B. Weld, 4-6; Lem Stock, 2-4; and the Mets, 2-6.

What's Left of the Plant 6 league is holding its own in first place with an 8-4 record. In their shadows, the New Breed lurches with a 6-4 mark and the Wrecking Crew with 6-2. Unfortunately for the Watermelon squad, they're still searching for their first win — they've dropped 14 consecutive contests.

Flight Development has a good piece of the action in Plant 7 lunchtime activities with six wins and four losses. The two other squads, West Siders and GDS Streakers, are close behind with records of 4-4 and 4-6, respectively.

In the newly-formed Plant 43-44 lunchtime expansion league, a showdown is imminent between the Old Timers (12-2) and the Jets (10-2). Filling out the Great River standings are: Duds (8-4); Mechanics (6-4); Wire Room (6-6); Avionics Test, (2-6); and the cellar dwellers: Misfits and Spirit of '76, both with 2-8 records.

In Monday league softball, the Monopoles sport a winning record of five wins and no losses. The Research and the Goons squads are filling the second place residency with 3-1, followed by: Prowlers, 2-1; Top Kats, 1-3; Wissler's Marauders, 1-4; and the Misfits, 0-4.

The Woodpeckers are riding high in the Tuesday after-hours softball league with six wins and no losses. Splitting second place honors are the Mets and the A's (both 4-2). The Mohawks have gained the edge over the Titans for the third place slot by winning two and dropping only three. The Titans have lost four. At the bottom of the Tuesday standings, the Druids (1-4) and the Has Beens (1-5) dwell.

In Wednesday action, the Jets have left the Shadows behind in second place. The first-place holders have an undefeated record of 6-0, while the Shadows stand at 4-2. The Hellcats are riding in third place with an even count of 2-2. Willy's Warriors (1-3) and Tom Cats (0-4) are at the bottom of the standings ladder.

Racket, tee clinics draw big crowds

The number of disciples of tennis and golf is growing, judging from the scores of Grummanites who have been attending this season's GAA-sponsored clinics.

Over 50 tennis buffs have been showing up at the Bethpage High School tennis courts each Monday and Tuesday night. Two varsity tennis players and long-time teachers in their own right, Bill Wenzel and Al Kirllin, have been instructing novices and intermediates in the basic skills of the racket sport. Wenzel is shown above (L) demonstrating the forehand grip to tennis students.

Mike Cherry, a member of the P.G.A., and teaching pro for over 20 years, conducted four after-hours sessions of golf instruction behind Plant 2. Over 70 golfers were on hand to learn (or refresh) the skills necessary to master the game. Assisting Mike Cherry at the clinic were Grumman golf varsity members, Jim Alverson, Ken Prager, Bob Chalus, Jim Minsky, and Gene Goltz. Cherry is pictured below lending a helping hand to golf beginner Betty Schledorn. (Photos by Marie Trimborn)

Bozza, Barbato win tourney; last Pinehurst set for Aug. 20

Many of the quips by golfers after completion of a GAA Mixed Pinehurst are classics. Here's a sampling of a few printable quotes overheard at the July 16 golf outing: "Don't worry, I shall return ... with a new partner;" "When I hit that great drive up the middle, she outdistanced me by 40 yards!"; "If it weren't for my partner's long-iron game, we never would have seen the fairway;" and "We compensate each other's game: my beautiful slice and her perfect hook."

In Pinehurst play, it isn't how you play ... it's how much you enjoy playing ... or so they say.

Delayed reaction

After Bob Bozza and Valerie Barbato completed their round on July 16, Bob tallied up their score and discovered they had bumped themselves out of the kickers' prize drawing.

The twosome, who hail from General Accounting, shot a respectable 44 on the back nine of the Blue course at Bethpage State Park. Bob chose a 25-handicap for two reasons: it was only the second Pinehurst they have entered as a team, and it was the second time Valerie had played golf.

Even though they did not finish between a net 30-39 for the kickers, it turns out that Bob certainly did underestimate his partner Valerie. They won the 1975 July Pinehurst championship.

There was a three-way tie for second place honors. Defending champs Helen Greiff and Pete Obedzinski completed the back nine of the Blue with 45. For the second Pinehurst in-a-row, the husband-wife team of Linda and Ken Prager were robbed of the championship by one stroke. Bob Mierjewski and Dot Renner also tied for second-place honors for the nine-hole event.

All top four teams vow they shall return to the next and last Mixed Pinehurst contest of the year, slated for Wednesday, August 20. Tourney director Mike Cherry suggests that twosomes sign up as soon as possible, since the tourney is limited to 60 golfers.

The greens' fee — $5.50 apiece — includes kickers prizes. Tee-off time is scheduled from 4:30 to 5:30. You can sign up for Pinehurst No. 3 at the GAA office in Plant 30. If there should be individuals who can't find a teammate, call Mike on Ext. 2133 or 2269, and he will try to arrange for a partner.

Show your badge for discount tix

According to Chet Baumgartner of GAA, Grummanites who show their badge at the Nassau Coliseum ticket counters are entitled to discount tickets for the following events: *all* N.Y. Tomahawks lacrosse games, and three N.Y. Sets team tennis matches. The tennis matches are: Wed., July 30, vs. Indiana; Fri., August 1, Pittsburgh; and Mon., August 11, San Francisco.

N.Y. Sets tickets are discounted from $6 to $3.75. Admission to all the Tomahawks games for Grummanites: $3 ($6.50 seats); and $2 ($4.50 seats).

Baseball tickets to the following games at Shea Stadium are now on sale at the GAA office in Plant 30: N.Y. Mets vs. Los Angeles Dodgers, August 8, $3.50 per person; and N.Y. Yankees vs. Kansas City Royals, August 29, $4 a seat. Bus tickets are also available for the above games for $2 each.

Wanted: keglers

Ernie Neves, secretary of the Black league, needs keglers with a 150 average or better for this season's league roster. League action takes place at the Woodbury Lanes, every Wednesday night at 6:30 p.m. starting September 3. If you are interested in joining, call Ernie on Ext. 84080.

Top notch. Members of the L.I. Industrial Rifle league championship team proudly display their trophy. Grumman Gophers team consists of: (standing L to R): Bob Mansbart, Ed Brandis, Warren Block; (kneeling) Bob Lang, Lillian Nigro, and Hank Womble. (Photo by Harry Prodromides)

Gophers claim sixth rifle title; pistoliers come home winners

The Grumman Gophers rifle team has recently completed another undefeated season and captured the L.I. Industrial league championship with 10 wins and no losses.

At the league's award dinner, Grumman rifleman Hank Womble received his sixth consecutive grand aggregate champion award. He was also awarded the high average trophy.

Fellow rifleman Paul Waisanen received the "high score in the league" award for firing a 198 out of a possible 200.

Grumman Rod and Gun club entered six shooters from its pistol division in the 1975 N.Y. State International Indoor Pistol Championship.

In the first match, marksman Ed Kovacs placed third out of the 30 entries in the free-pistol match by firing 493 out of a possible 600. Ron Trenkner finished in fifth place with 478.

Trenkner carried off his second trophy by shooting 544 in the standard pistol-expert division for second-place honors. Fellow Grummanite Myron Goldfeder was heralded as the top shooter in the same event for marksmen.

Kovacs and Phil Boehm finished second and third place, respectively, in the center-fire pistol contest in the marksman division.

In aggregate competition, where the total of the three matches decide the final standings, Kovacs won second place in the sharpshooter section and Goldfeder placed third in the marksman class.

Slate kegler clinic to begin August 5

Attention, all keglers! Here's an excellent opportunity to sharpen your alley skills before the bowling season kicks off in September.

GAA is sponsoring a bowling clinic at the Sheridan Bowling Academy on Jericho Turnpike in Mineola, on August 5, 6, 12, and 13. Bowling professional Frank Varipapa will conduct the sessions, which will be held from 5:15 to 7 p.m. For additional information, contact Herb Mahoney in the GAA office, Ext. 2133 or 2269.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

BULK RATE
POSTAGE PAID
BETHPAGE, N.Y. 11714
PERMIT NO. 264

Vol. 34, No. 13, July 11, 1975, Bethpage, N.Y. 11714